



- 25X1X 2. Many of the younger officers and sailors, with five to six years service in the Merchant Marine, pretended to be active members of the United Polish Workers Party in order to keep their jobs and thus be able to continue to support their families. [redacted] the officers and sailors of the Polish Merchant Marine were the best informed of all Poles about the general political and economic situation in the world. They had been exposed to the West and were aware of all the lies of Communistic propaganda. [redacted] the majority was anti-Communist but they kept their attitude secret and sometimes did not reveal what they thought even to close friends.
- 25X1X 3. There was, however, strict political discipline on board every Polish ship. The political officers (Oficerowie kulturalno oswiatowi) kept an eye on every member of the crew. They gave lectures, commented on current events, and watched the movements of sailors in foreign ports. Very often they engaged one or two of the crew as secret informers to report on the other crew members. As a result, nobody talked openly about politics nor about his own political convictions.
- 25X1X 4. [redacted] all sailors liked their jobs. Some because they liked the sea and some because of purely materialistic reasons; employment in the Polish Merchant Marine was one of the best jobs in Poland. The sailors also had the opportunity to buy commodities in foreign ports which were almost unobtainable in Poland.
5. There was among the crew an atmosphere of temporality which was prevalent throughout Poland. Their jobs had to be done. One did his because of fear. Another, because he wanted to survive in the best possible condition, to be ready for the expected change--the freedom which they hoped would come.
6. Due to the constant change of crews on all ships, the standard of upkeep of engines and ship machinery, as well as the work efficiency, decreased. The time spent for repairs in shipyards increased from 5% to 20%. Non-efficient maintenance and economy on fuel and lubricants, as demanded by the Party, also had a bad effect on the speed of ships which had dropped as much as 10%. The quality of repairs made on ships had deteriorated due in great part to the lack of properly trained mechanics.
7. The Trade Union of Maritime Workers [redacted] was indirectly subordinated to the United Polish Workers Party and it was just one more organization penetrating the life of sailors and restricting whatever was left of their individual freedom. The Trade Union did not have the right to act as a labor agency and in fact, did not protect the seaman. On the contrary, it helped to exploit him to the utmost by allowing the state-owned enterprises to impose strict discipline, by assigning work quotas, and forcing him to higher production. The Union encouraged competitive spirit and rivalry in work by organizing so-called work duels between crews, forcing "voluntary" pledges for work, care of tools and machines, or saving fuel. Some sailors and engineers agreed to these pledges for the sole reason of maintaining peace and keeping their jobs. They pretended to be faithful and loyal Party and union members. In reality they hated all this competition because the work quotas and savings produced resentment and dissatisfaction among the men.

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